

25X1  
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In accordance with negotiations conducted at the beginning of 1951 by the Ministry for Heavy-Machine Building, the Office of Reparations, the SAG(Soviet Corporation) Bleichert, in Leipzig, and the officials connected with the Five-Year Plan, it was determined that the construction of two slips, one at the Wismar Shipyard and one at the Warnow Shipyard in Stralsund [apparently a mistake; the location should be Warnemuende], is to be started as soon as possible. The dimensions of the slips were also established.

The Bleichert Firm undertook the task of technical designing. Because of the shortage of qualified designing engineers, the firm had to procure additional technical designers from other firms, including Grohmann and Frosch, in Leipzig, Pfeffer, in Gispersleben, and Stahlbau (Steel-Construction Firm), in Wismar. The technical designs for the first stage of construction have already been completed, and construction is underway in the workshops of the various steel-construction firms.

Because the required steel sections and wide-flanged steel I-beams are not available in the GDR, smaller sections must be combined for use in construction work. Other material shortages, especially of rivets, are causing further construction problems.

Installation of the first construction stage is expected to be completed sometime this year(1951?). A slip of such large ~~size~~ dimensions has not yet been built in Germany; the slip at the German Shipyard in Hamburg will be small in comparison with the ones under 25X1 construction at Wismar and Warnemuende.

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